

Preliminary Alternative Concepts- DRAFT

West Kitsap Way Planning Study

Development and Analysis of Alternatives

Three alternatives were developed to provide a range of improvements to west Kitsap Way corridor. Each alternative consists of two cross-sections: the Commercial District and a typical cross section for Kitsap Way (Lakehurst Drive to Wilmont Street). The following criteria were used in the development of the alternatives:

- Safety – address existing and potential deficiencies.
- Pedestrian and bicycle – provide all ages and all abilities facilities with low “level of stress” facilities.
- Traffic operations – support future volumes and operations.
- Transit operations – accommodate corridor bus operations.
- Vehicle access to properties – provide property access and parking.
- Property impacts – amount of property and right of way required.

Common Improvements

All alternatives

Because of the difficulty of the grades in the area, all improvements were designed to fit within the footprint of the existing roadway including improved and unimproved shoulders. In the commercial district, improvement alternatives were laid out to understand how alternatives would best to work within the City’s right of way.

The transportation analysis informed the typical roadway cross section for Kitsap Way. The proposed design for Kitsap Way would be a 3-lane roadway with a single lane in each direction of travel and a center left turn lane or median (with roundabouts or U-turns). Approaching the SR 3 interchange, Kitsap Way would become to two-lanes in each direction. The shared use pathway would transition to match the existing sidewalks and bike lanes.

Alternative A: Lower Impacts and Costs

Alternative A has 2 travel lanes with a center turn lane and 12-foot shared use pathways on both sides. The alternative includes frontage road access to existing off-street parking and driveways in the commercial district.

Alternative B: Medium Impacts and Costs

Alternative B has 2 travel lanes with a center turn lane and 12-foot shared use path on the east side and a 10-foot walkway and separated downhill bike lane on the west side. The alternative includes creation of public on-street angle parking on the south side of the commercial district.

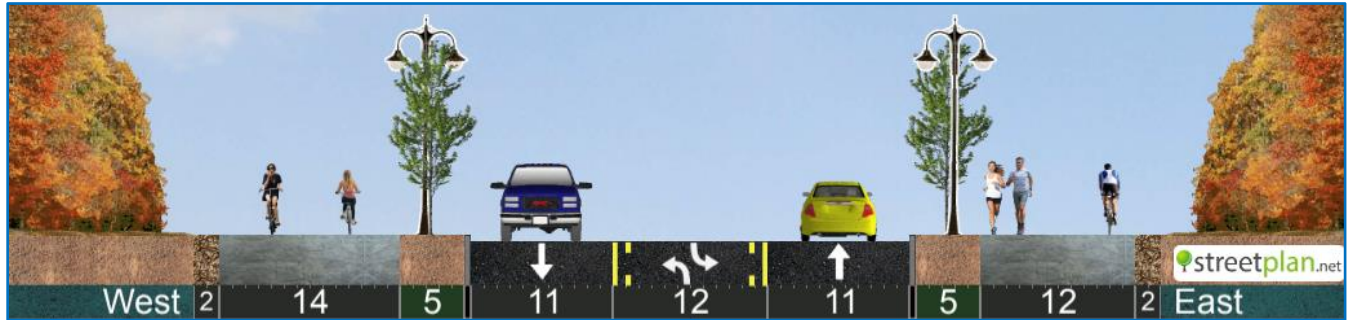
Alternative C: Higher Impacts and Costs

Alternative C utilizes roundabouts at key intersections and a raised center median to provide access control. The typical section would be 2 travel lanes and 12-foot non-motorized facilities on both sides.

Kitsap Way (Harlow Drive to Wilmont Street)

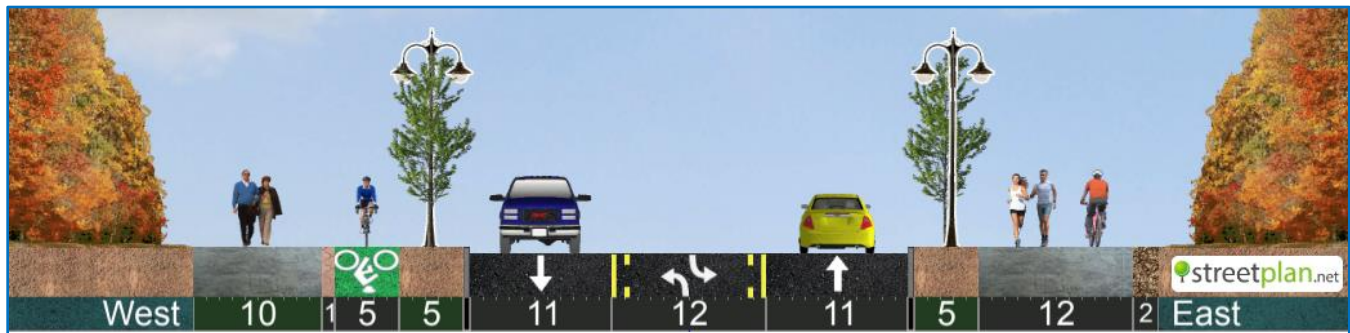
Alternative A: Shared Path Concept

- One 11' travel lane in each direction with a shared left turn lane.
- Landscaped buffers on both sides between street and non-motorized facilities.
- Bicycles allowed to travel in both directions.
- Shared use pathways mix people walking, rolling, and bicycling.



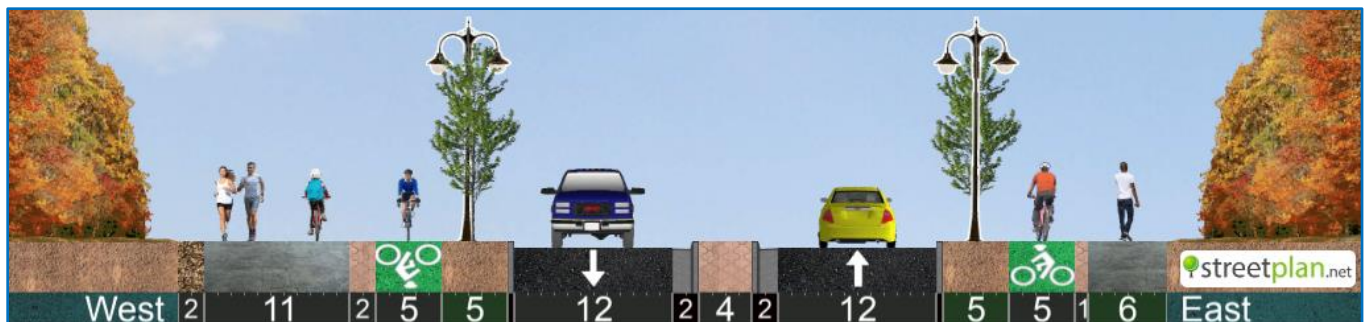
Alternative B: Hybrid Concept (Shared Path and Bicycle Lane)

- One 11' travel lane in each direction with a shared left turn lane.
- Landscaped buffers for between vehicle and non-motorized users.
- Shared use pathway (east side) mixes people walking, rolling, and bicycling.
- Raised bicycle lane (west side, downhill) separates quick-moving cyclists from both vehicles and pedestrians.



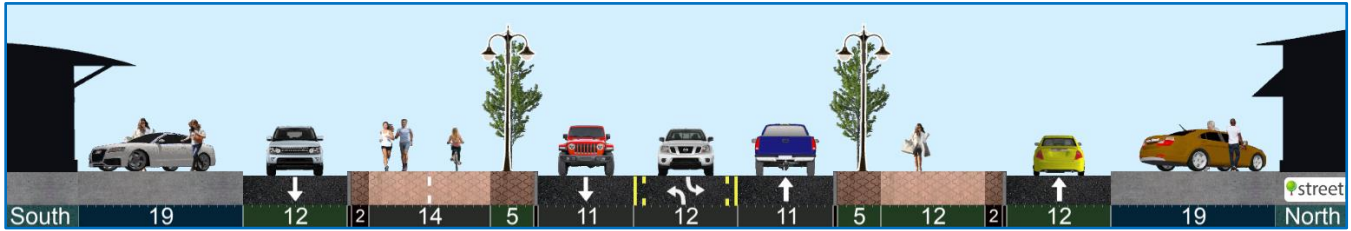
Alternative C: Raised Bicycle Lane Concept

- Roundabouts at key locations provide U-turn opportunities (Harlow Dr, Austin Dr, Crawford Dr, SR 3-Auto Center Dr).
- One 12' travel lane in each direction with a raised center median.
- Landscaped buffers for between vehicle and non-motorized users.
- Shared use pathway (west side) mixes people walking, rolling, and bicycling.
- Raised bicycle lanes (both sides) separate cyclists from both vehicles and pedestrians.



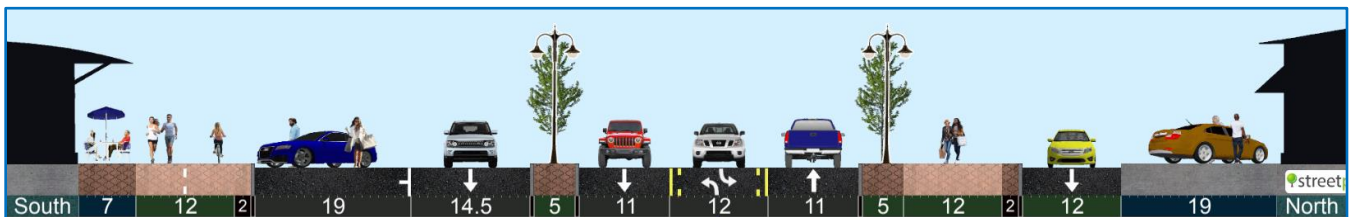
Commercial District (Northlake Way to Harlow Drive)

Alternative A: Parking Aisle Concept



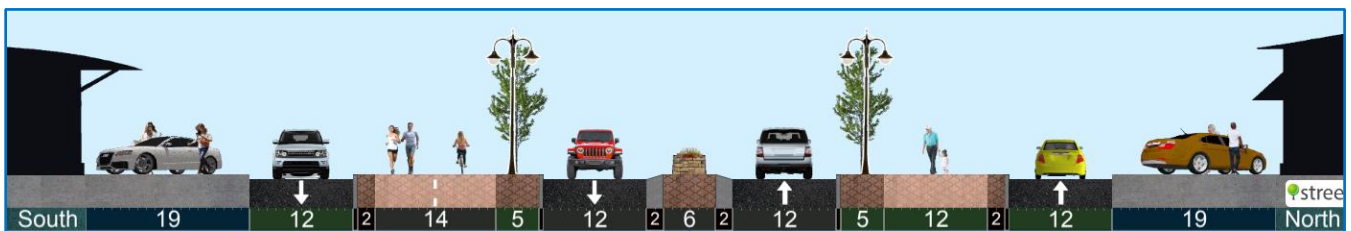
- One 11' travel lane in each direction with a shared left turn lane.
- Landscaped buffer areas between street and non-motorized facilities.
- Parking aisles access existing off-street parking and driveways while providing access management.
- Bicycles allowed to travel in both directions.
- Shared use pathways mix people walking, rolling, and bicycling.

Alternative B: Angle Parking Concept



- One 11' travel lane in each direction with a shared left turn lane.
- Landscaped buffers for between vehicle and non-motorized users.
- Angle parking on south side of street provides public parking for adjacent businesses.
- Parking aisles access to parking while providing access management.
- Bicycles allowed to travel in both directions.
- Shared use pathways mix people walking, rolling, and bicycling.

Alternative C: Roundabouts and Median Concept

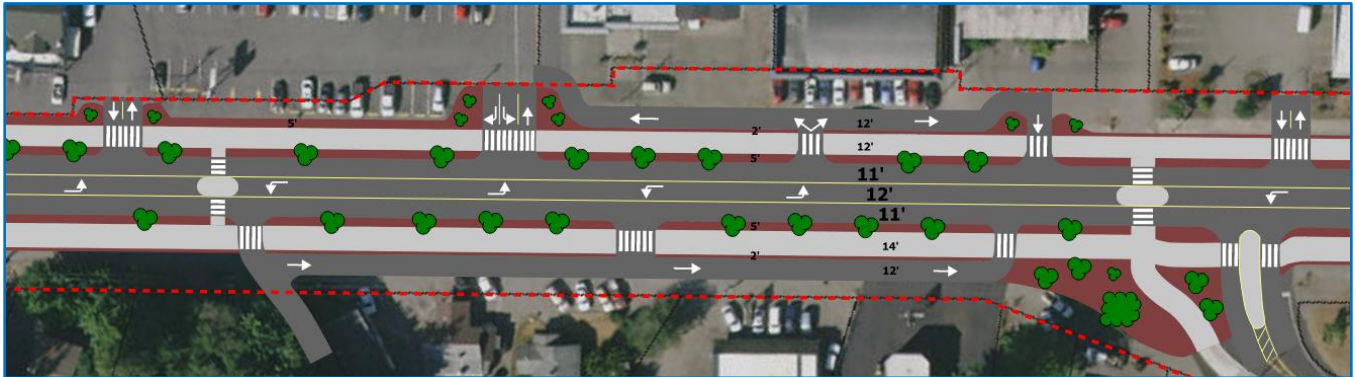


- Roundabouts at each end (Northlake Way-Chico Way and Harlow Drive) to provide traffic calming and U-turn access to businesses.
- One 12' travel lane in each direction with a raised center median to control access.
- Landscaped buffers for between vehicle and non-motorized users.
- Parking aisles allow access to existing parking.
- Bicycles travel in both directions with signs and marking at streets and driveways.
- Shared use pathways mix people walking, rolling, and bicycling.

Commercial District (Northlake Way to Harlow Drive) – Plan View

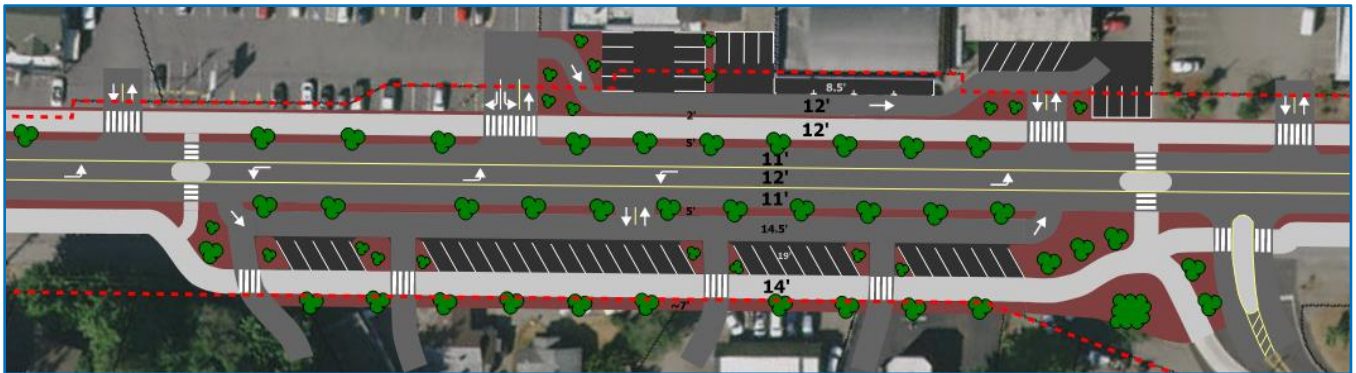
Alternative A: Parking Aisle Concept

- Retains majority of business parking and access.
- North side parking aisle splits traffic flow with shows mid-point entry.



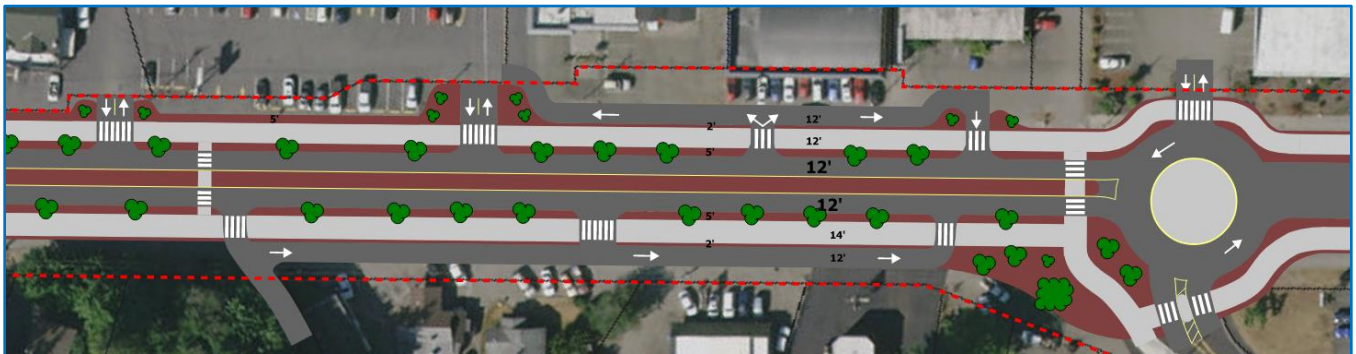
Alternative B: Angle Parking Concept

- Adds on-street public parking on south side adjacent businesses.
- North side has counterflow parking aisle.
- Center median turns could be formalized by striping or raised medians.



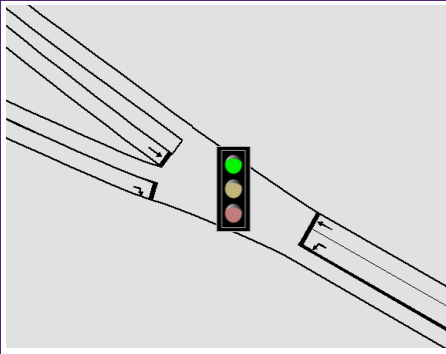
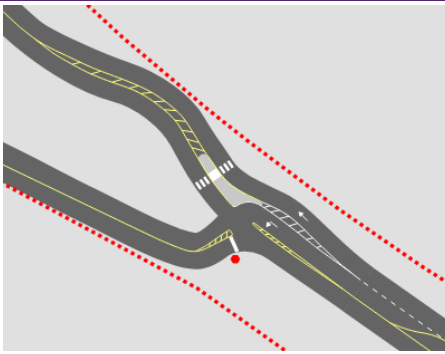
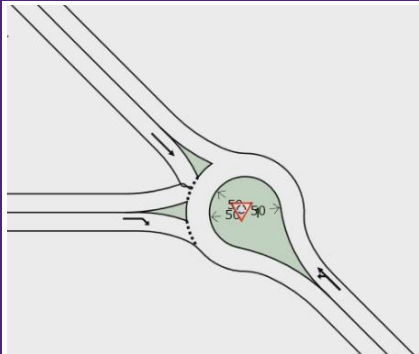
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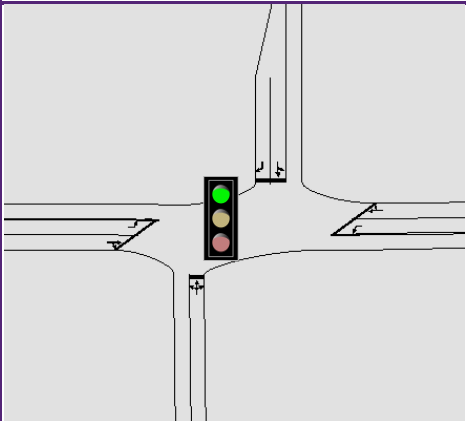
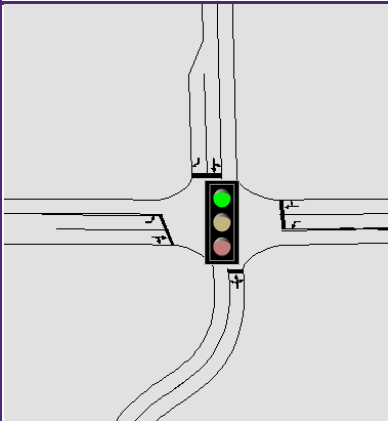
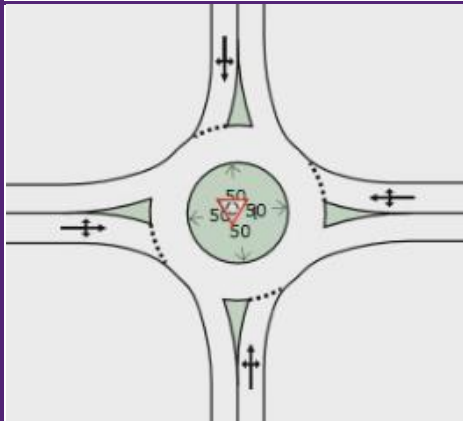


Intersections

Alternatives: Northlake Way-Chico Way/Kitsap Way

Alternative A: Signal	Alternative B: Chicane & median	Alternative C: Single Lane Roundabout
<ul style="list-style-type: none"> No expansion of paved area Adds fully protected pedestrian crossing 2+ped phase operations NB left queuing may impact property access during peak times LOS C operation 	<ul style="list-style-type: none"> Chicane slows drivers Stop-control on Northlake Way Adds hard median for NB through to Chico Way Fits in existing ROW (red lines) Requires NBL yield RRFB for pedestrian access LOS B operation (for Northlake) 	<ul style="list-style-type: none"> Requires additional ROW Construction difficult due to grades Upgrade for safety LOS A operation
		

Alternatives: Austin Drive-Lyle Avenue/Kitsap Way

Alternative A: Signal	Alternative B: Relocate Lyle and Signal	Alternative C: Single Lane Roundabout
<ul style="list-style-type: none"> Add a new signal Add left turn phasing on Kitsap Way Split phasing for northbound and southbound LOS C operation 	<ul style="list-style-type: none"> Realign Lyle Ave Add a new signal Add left turn phasing on Kitsap Way LOS A operation 	<ul style="list-style-type: none"> Roundabout LOS A operation
		

Alternatives: Southbound SR-3 Ramp-Auto Center Dr/Kitsap Way

Alternative A: Signal	Alternative B: Relocate Lyle and Signal	Alternative C: Multi-Lane Roundabout
<ul style="list-style-type: none"> • Maintain existing lane configuration • Maintain north/south split signal phasing • Adjust signal timing • LOS D operation 	<ul style="list-style-type: none"> • Reconfigure north leg to provide second left turn lane. • Remove underutilized southbound slip lane • Remove north/south split signal phasing • LOS C operation 	<ul style="list-style-type: none"> • Roundabout • LOS A operation • May be difficult to construct within right of way
